

**Amendments to the Claims:**

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1. (CURRENTLY AMENDED) A feedback assembly (1) for an a motor vehicle electronically controlled electro-mechanical actuating unit (2) ~~for a motor vehicle~~, the feedback assembly (1) comprising:

a connection (3) to the actuating unit; (2);

a shaft having a longitudinal axis defining a principal axis, the shaft (10), which is configured for being angularly fixed to a steering member of the a motor vehicle and to rotate about the principal axis; and

an electrical actuator (20) ~~which is~~ angularly coupled to the shaft (10) for exerting a resistant torque on the shaft (10) ~~itself~~ according to the conditions of movement of the a motor vehicle; ~~the feedback assembly (1) being characterized in that it comprises~~

a first mechanical transmission (21) with concurrent axes (A, B), ~~which is set between the electrical actuator (20) and the shaft (10); wherein one of the concurrent axes is the principal axis and the other concurrent axis is a first secondary axis;~~

a relative-measurement device of an angular position of the shaft;

a second mechanical transmission with concurrent axes set between the relative-measurement device and the shaft, wherein one of the concurrent axes is the principal axis and the other of the concurrent axes is a second secondary axis, and wherein the first and second secondary axes are concurrent with one another and with the principal axis, and form with one another and with the principal axis respective right angles.

2. (CANCELLED)

3. (CURRENTLY AMENDED) The feedback assembly according to claim [[2]] 1, wherein the electrical actuator (20) and the relative-measurement device (30) are arranged according to respective axes (B,C) orthogonal to one another.

4. (CURRENTLY AMENDED) ~~The feedback assembly according to claim 1,~~ A feedback assembly for a motor vehicle electronically controlled electro-mechanical actuating unit, the feedback assembly comprising:

a connector to the actuating unit;

a shaft configured for being angularly fixed to a steering member of a motor vehicle;

an electrical actuator angularly coupled to the shaft for exerting a resistant torque on the shaft according to conditions of movement of a motor vehicle;

a first mechanical transmission with concurrent axes set between the electrical actuator and the shaft;

a relative-measurement device of an angular position of the shaft, and a second mechanical transmission with concurrent axes, which is set between the relative-measurement

device and the shaft; wherein the electrical actuator and the relative-measurement device are arranged according to respective axes orthogonal to one another;

wherein each of the mechanical transmissions (21,31) comprises a respective bevel-gear pair, which functions as an overgear and is defined by a pinion (25,35) for each mechanical transmission (21,31) and a ring bevel gear (23) angularly fixed to both of the pinions (25,35) and to said shaft (10).

5. (CURRENTLY AMENDED) The feedback assembly according to claim 4, wherein the relative-measurement device (30) is defined by an incremental encoder (32) having a given angular resolution incremented by a multiplying factor equal to a gear meshing ratio of the respective mechanical transmission (31).

6. (CURRENTLY AMENDED) The feedback assembly according to claim 1, ~~wherein it comprises~~ further comprising an absolute-measurement device (40) of an angular position of the shaft, ~~wherein the absolute-measurement device (10), which in turn~~ comprises at least one analogical position sensor (42) fitted on the shaft (10).

7. (CURRENTLY AMENDED) ~~The feedback assembly according to claim 6; A feedback assembly for a motor vehicle electronically controlled electro-mechanical actuating unit for a motor vehicle, the feedback assembly comprising:~~

a connector to the actuating unit;

a shaft configured for being angularly fixed to a steering member of a motor vehicle;

an electrical actuator angularly coupled to the shaft for exerting a resistant torque on the shaft according to conditions of movement of a motor vehicle;

a first mechanical transmission with concurrent axes set between the electrical actuator and the shaft; and

an absolute-measurement device of an angular position of the shaft, wherein the absolute-measurement device (40) comprises two analogical position sensors (42) fitted on the shaft (10), one analogical sensor (42) being redundant with respect to the other analogical sensor (42).

8. (CURRENTLY AMENDED) The feedback assembly according to claim 7, ~~wherein it~~ comprises comprising a containment shell provided with a window for each mechanical transmission (21,31), and a threaded lid for adjustment of pre-loading of the bearings of the mechanical transmission (21,31) itself.

9. (CANCELLED)